

S.R. 14 Construction Details Plan

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Limits: S.R. 14, from I-69 to Scott Road

Length: 2.10 miles

Start Date: Fall 2008

Completion Date: Late Fall 2010

Cost: \$14 million

Project: The Major Moves added travel lanes project when complete will consist of two eastbound and westbound travel lanes in each direction separated by a continuous two-way left turn lane, boarded by curb and gutter. Other aspects include a multi-use path on the south side and sidewalks on the north side, storm sewers, improved drainage, modernization of signs, traffic signals and lighting improvements between Hadley and I-69.

Phase 2

Traffic Switch Begins Phase 2

Part of the east and westbound traffic was switched in mid-July to the newly constructed eastbound lanes from Scott Road to Goldspur Street. This switch officially began Phase 2.

2009 Work: A majority of the “on-road” construction for the new westbound lanes, plus the continuous bidirectional left turn lane will be built this year and should be substantially complete and open by late November. The road should be open late in the year, but it will not be complete.

Westbound Lanes Construction: Work is well underway west of Glencarin Street with most of the asphalt and concrete removed and excavation of dirt down to the rough dirt grade. Other work to be complete this year includes construction of storm sewer system, placement of sub material in road bed, pave mainline, build curb and gutter, pour concrete driveway approaches, fine grade the dirt from the back of the curb to right-of-way.

Eastbound Lanes: Single lane traffic in both directions was switched to the newly constructed eastbound lanes in mid-July. Although motorists are driving on the new pavement, work also continues on this side of the road.

Hadley Road: The road was opened on July 31. After traffic was switched, the construction of a pavement ramp occurred to the north. With the re-opening of the road, all traffic was switched to the new pavement.

2010 Work: Work next year will include the final asphalt surface, sidewalk construction, signal and sign work, permanent lane striping, finish grading yards, sod/seed work and final connection of private driveways behind sidewalks.

Multi-purpose Trail and Sidewalk:

North Sidewalk: Parallel to the westbound lanes (on the north side of the road), a 6-foot wide sidewalk will be constructed next year. The sidewalk is the most fragile part of any project and it is one of the last parts to be complete as heavy equipment cannot traverse it.

South Trail: Parallel to the eastbound lanes (on the south side of the road) the 10-foot multi-purpose trail is 90 % percent complete except for the area adjacent to Inverness Pond where design work is pending.

Usage of Trail/Sidewalk: The rules of the trail/sidewalk will be the same as any city sidewalk. This is for pedestrians and non-motorized vehicles. Go to www.aboitenewtrails.org for more information.

Inverness Pond: Due to the close proximity of Inverness Pond and the existence of soft soil, also known as peat, which adjacent to S.R. 14, additional design work is pending. This area of roadway has had a long history of sinking, maintenance problems and flooding. INDOT is presently developing a plan of action to remedy the issue. The additional crossovers to carry traffic around this area were built so that work can continue on the rest of the project.

Indiana State Police: Special Enforcement patrols began in April 2009 and will continue.

Scott Road and Beyond: INDOT's construction stops on the east side of Scott Road intersection. The area immediately west of there on S.R. 14 between Scott and Willow Springs Place, is already four lanes wide. This two mile stretch of road should be improved in 2012 with an estimated construction cost of \$13.6 million.

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